

America Buckles Down to Wheatlessness and Meatlessness

IN THE whole country up to December 1," declares Mr. William Almon Wolff, in "Collier's Weekly," discussing the need of saving wheat, meat, sugar and fats, "the conservation campaign in hotels and restaurants resulted in the saving of a shipload of wheat and a shipload of meat. In New York City, in the week beginning November 12, meatless and wheatless days saved 116.2 tons of meat and 60.8 tons of wheat. One chain of restaurants, on its first meatless Tuesday, saved 14,000 pounds of meat."

At first sight these figures look impressive, but in comparison with the totals of consumption, and in view of the enormous deficit of exportable supplies available to meet the needs of France, Italy and England for wheat, meat, sugar and fats, they are pointed out as being the merest drop in the bucket. In fact, reports indicate that the observance of meatless and wheatless days has been of little effect so far. The better class hotels and restaurants, investigation establishes, have observed the rules fairly well. In the opinion of one of New York's leading restaurateurs, about 70 per cent of the larger, rather high-priced establishments are serving no prohibited meat on Tuesday and using little or no wheat on Wednesday, and very generally serving no pork on Saturday. But there remain a very large number of smaller restaurants that, according to reports, ignore the rule, including practically every saloon where the former "free lunch" is now charged for. The total consumption of food in these unpretentious places is said greatly to exceed that of the high-priced establishments. Throughout the lower levels, in New York at least, there is no evidence of any food

conservation. These facts have been brought out by the press from day to day. But far more serious than any hotel or restaurant failure to observe the days of restraint is considered the attitude of the general public, which does most of its eating at home. It is difficult to get at facts, but so far as the evidence appears, this home-eating public shows little real appreciation of the seriousness of the situation. Here is the news picture: Butcher shops throughout the country report that their customers demand beef and mutton on Tuesdays to almost the usual extent. Bakers explain that they must sell wheat bread for Wednesday or lose their trade. In some sections of the country where cornmeal can be bought at something near the cost of wheat flour, there appears to be an increased use of it, and there is some indication that rye flour is growing in popularity, but, as a general thing, the demand for wheat continues with little disposition to use any available substitute.

The Second Line of Defence Doesn't Measure Up

"The Lewiston (Idaho) Tribune" sums up the situation thus: "The country's second line of defence—its civilian organization—is not measuring up to the responsibilities associated with a condition of desperate belligerency, at least so far as food conservation is concerned, and it is becoming evident that the government will have to resort to some means of constraint if the available supplies are to serve the most imperative of our military needs. . . . We have already exported the entire surplus of our wheat supplies, using normal consumption as the basis for computing the surplus. There has been a certain amount of individual economy and substitution, but this has been offset by increased consumption of staple rations by the men in training and in auxiliary services."

You are doing something toward winning the war when you observe a meatless day



—From Collier's

Germany doesn't care how you help her, just so you help her



—From Collier's

Mr. Wolff, in the article in "Collier's Weekly" already quoted, emphasizes the need of saving wheat for export, explaining that—

"The world is short of wheat, and has been since the war began. In France, Italy and England, which grow only a small proportion of their wheat in any case, the men who worked the land are in the trenches. Russia's great supply is useless, for there is no way of moving it. Russia, with a vast surplus of wheat, has been unable even to relieve famine in whole provinces of her own territory. And the steel wall of the Teuton armies and the blood-drenched barrier of the Dardanelles shut her wheat off from the rest of Europe. There is wheat in the Argentine and in India and Australia. Australian wheat comes to our Pacific Coast, slowly and safely, in sailing vessels. But all that wheat is practically barred from our allies in Europe because the long haul imposes too great a tax on the scanty shipping available, and the submarine menace is doubled when the Mediterranean must be crossed. So the United States and Canada must supply Europe, excepting the Central Powers, as well as themselves. . . .

"And there is not enough wheat in the world to maintain the supply on a pre-war basis. It is not a question of price. Unless America cuts down its consumption of wheat flour, people are going to starve in Europe."

A Problem in Arithmetic: Subtraction Means Addition

Another article, in "The Outlook," carries the same message:

"There is just so much food in the country. There are just so many people to eat this food. What these people do not eat can be exported. What we do not export we eat. The sum total of these two amounts is a fixed quantity. Either of the two factors which make up this total can be increased only at the expense of the other."

"The food administration states frankly that we have exported the whole of the surplus of the wheat from this last year's harvest after reserving to ourselves an amount sufficient for our normal consumption of seed and flour until the next harvest, and that therefore the amount of wheat flour that the United States can contribute to mix with the war bread of our allies during the present winter will be simply the amount by which our people reduce their consumption day by day and month by month. Every loaf

of bread eaten in this country means one less loaf for our soldiers and our allies. . . . "The government does not ask us to go hungry; it only asks us to eat those things which cannot be shipped abroad. When we think of what our allies have suffered for the last three years, the government's demand that we sacrifice some of our ease and convenience is almost too small a sacrifice to come under a reasonable definition of that word."

And what is true of wheat is true, only in a somewhat lesser degree, of sugar, fats and meat. The meat supply, except for pork, is in better proportion to the demand than wheat, but can not remain so long without the strictest conservation.

Reducing the Demand for Certain Things

Mr. Wolff points out that it is not a question of price, except incidentally. Many of the substitutes advised perhaps cost more than the article whose conservation is necessary. Cornmeal, for instance, is still scarce and expensive in the East, though that condition may be only temporary; fish of high quality often costs more than beef. The food control, however, is concerned chiefly with providing and maintaining the supply, not merely for American demand but for the world's need, as a war necessity. It remains a question of supply and demand—the point wherein the American public can become effective being in reducing the demand for certain things. "Hoover," says Mr. Wolff, "has seen to the supply—you will make the demand! Wheat, and meat, and sugar and fats."

There are brighter spots on the map than New York's report or that from Idaho would indicate. "The Vicksburg Herald" claims that practically all the hotels and restaurants in Mississippi are carefully observing the meatless and wheatless days. And "The Indianapolis News" asserts that

"people are rapidly coming to a realization of the seriousness of the wheat and bread

situation. Many years ago some mothers taught their children that willfully to waste a bread crust meant one would go hungry on the following day. The truth of this old teaching is about to be brought home to the people generally."

"The Emporia Gazette" claims that "the general observance of meatless days has resulted in a fair supply of meat for export," and sees in this a good omen for better habits in the country as to meat eating. "The Wilmington (Del.) News," while believing the "people have been taught a lesson in sound economy," adds:

"But what the country has done in saving only indicates what can be done, for the surface of saving has hardly been scratched. As the war proceeds and as the campaign of agitation continues the conservation of food will become greater and larger, and larger will be the surplus for our Allies."

Mr. Hoover's Power Extends So Far and No Further

With the exception of Minnesota, which has drastic laws, capable of enforcement, there is little or no power in the various state controls or in the Federal government to enforce the recommendations of the Administration. Mr. Hoover can control the wholesaler (has done so), and in some measure can reach the retailer, but neither he nor the state officer can reach the restaurant or hotel, or the local butcher and baker—still less the individual consumer. Legislation to remedy this may come. Oklahoma City has led the way in passing a city ordinance prescribing it to be a "seditious act for any person, firm or corporation to violate the authorized rules of the national food administration" as to meatless and wheatless days. Whatever the legal effect of a city ordinance defining such acts as "seditious" may be, it is a straw to show the direction in which the winds of law-making are likely to blow. Many cities are considering ordinances prohibiting the sale of meats and wheat bread on specified days.

The food administration, however, is still inclined to rely on moral suasion and to ask the public for voluntary cooperation in regulation of demand, with which will come, automatically, a certain amount of price regulation. The steps are still tentative. Charles B. Cheney, writing in "The Minneapolis Journal" for Mr. Hoover's bureau, declares:

"War-time necessities are working a revolution in the food economies of the American people, and the people are just beginning to wake up to the full meaning of the United States food administration plan. Regulating food distribution and prices for 100,000,000 persons is one of the biggest things Uncle Sam has ever undertaken. It is so big and so entirely new that even the men who are directing the campaign are learning something of interest and value every day."

Do You Want to Go on Record As a Food Slacker?

One form of "moral suasion" that is being tried in New York and other cities comes in the form of a postcard, which is submitted by the waiter to any guest who demands meat on Tuesday or wheat bread on Wednesday. He must sign the card before being served, if served at all. It reads:

To the United States Food Administration
WASHINGTON, D. C.

This certifies that I, . . . a citizen of the United States, residing at . . . Street, city or town, . . . county of . . . State of New York, wish to record my protest against the practice of meatless and wheatless days as recommended by your Administration; that I am not in favor of the conservation of foods of any kind or in any way for the use of the United States soldiers or our Allies in Europe, although I realize that food may win the war. . . . I am further, that on the . . . of 191 . . . the . . . located at (Hotel or Restaurant) refused to serve me meat or wheat bread when ordered until I signed this card releasing its management from all responsibility for violating the pledge given to the United States Food Administration.
Witness: . . . Signed . . .

The chief difficulty, however, seems still to be the question of cost. "The Boston Herald" asks:

"How can people be encouraged to use fish instead of beef if the price of fish, in proportion to its food value, remains higher than that of beef?"

"It is much harder to transform the trading customs of the public merely from sentiments of patriotism than under the impulse of dollars and cents. This is regrettable, but still true."

One Day's Saving Will Serve To Swell the Surplus

The answer, as it has been generally framed, is twofold. First, that regula-

tion of demand will in time regulate prices. Secondly, that if, in some cases, it still involves sacrifice the sacrifice is needed, and is after all very small compared to the need. "One meatless day a week," says "The Arkansas Gazette," "may not reduce the price of meat, but it will increase the surplus with which to feed our Allies."

In "The Kansas City Times" one comes upon this statement:

"We think we are doing well for our cause when we observe a wheatless day every week—and even then we sometimes eat graham bread with the idea that it is made of graham flour and not of wheat flour. But in England, where they are fighting for our cause, people are eating some form of war bread almost exclusively. In certain cases of disease the government grants permits for white flour."

"England has several million men under arms and has suffered enormous losses in the field for the same cause we are fighting for. Are we, as individuals, playing fair when we insist on our white bread every day in the week except Wednesday, when even invalids in England must often be denied it?"

In spite of results which may not be altogether auspicious the administration reports itself encouraged. But vastly more, of course, remains to be done. A great "eight-week drive" began on New Year's Day for increased consumption of cornmeal, to be urged by many lecturers, magazine and newspaper articles and furthered by a concentrated attack on the retailers. This campaign is to be followed by a similar one for the saving of all fats, and that in turn by another drive for the saving of all dairy products.

Profiteering



—From The Los Angeles Daily Times

Shivering, Losing One's Sense of Humor, but Pulling Through

A COAL famine, rendered the more serious by a wave of below zero weather breaking all records for years, has brought untold suffering to thousands of persons all over the section of the country affected, and particularly in the larger cities, where the poor have been in many cases utterly unable to get relief.

New York City, with its crowded tenement districts, its East Side and its congested railroad terminals, has not been the only sufferer. All of New England, Boston, Providence, Springfield, Portland and scores of other cities, has tasted the tregs. Cleveland, Detroit, Buffalo, St. Louis and other great centres of the Middle West, too, have shared this suffering. Philadelphia, not remote from the very heart of the great coal fields, has been largely paralyzed, while the fuel shortage in Bridgeport, Conn., the cradle of the American munitions industry, has been still more acute.

The coal operators blame the railroads and the railroads blame the coal operators. The people at large shudder and shiver and lose their sense of humor.

Aside from the purely human element (that is, the suffering occasioned the poor), perhaps the most serious aspect of the coal shortage finds its place in Bridgeport. In Bridgeport there are probably more munition plants in one solid mass than in any other section of the country. These plants are working on government contracts, most of them time contracts. The obvious result of a fuel famine there is that the government will not get its contracts on time if the factories are unable to get enough coal to keep their machinery going. The astounding information was revealed in The New York Tribune the other day that the great

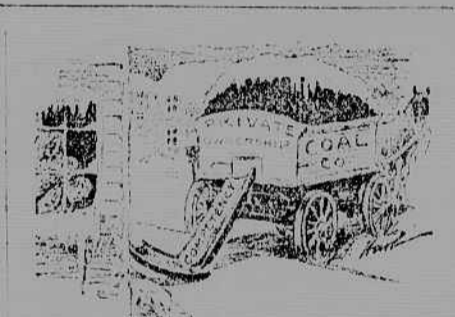
Remington Arms Company, engaged in the manufacture of rifles for the United States armies, had been running only part time for more than a month. An official of that company declared that the shortage of fuel had resulted in the discontinuing of the night shift, which on his own admission makes at least one-third of the daily rifle output. The Union Metallic Cartridge Company is in a similar boat, because it gets its power from the Remington company's plant. Other great industries, such as the Locomobile Company of America, appear to be in an equally serious plight.

In New England the situation is no less acute. It is, perhaps, more so, because of its distance from the source of supply. To alleviate the critical stage there the Navy Department and the Shipping Board united their efforts for assistance, with the result that nine ships have been transferred to coal service direct to Boston and several thousands of tons of steam coal at the Charleston Navy Yard have been released by Secretary Daniels for the immediate relief of the

New England metropolis. In a hurried trip to Washington James J. Storow, Fuel Administrator for New England, was immediately ushered into an interview with Secretary of War Baker. In that interview Mr. Storow told the Secretary of War some astonishing facts.

"Unless immediate and effective action is taken by the government within a few days to increase the movement of coal to New England," he said, "many hundreds of millions in war equipment which the government is expecting the New England factories to produce will not be produced."

The seizure of the railroads by the government and the subsequent installation of Mr. McAdoo as Director General have served to smash the priority tangle. One of the first acts of Director General McAdoo was to order immediate relief of the coal shortage in New York City, New England and other sections. He asked Mayor Hylan for all the available city employees to unload coal at the New Jersey tidewater terminals. He suspended, for the present, all government priority



—From The New York Evening Call

orders, so as to move essential commodities. He ordered the railroad executives of Eastern lines to cut off all competitive trains. He ordered the Pennsylvania line to permit other roads to use its tracks, tubes and station in New York City in order to expedite the delivery of coal.

The manner in which the coal miners responded in the face of the famine draws the ire of "The New York World," which writes:

"For New York the passing of this eventful year with a grim farewell to the bitterest

cold recorded in the city's history is made tenfold more trying by a coal famine which everybody predicted, but which nobody had sufficient grasp of the situation to avert."

"The causes of coal shortage—which in such weather means terrible suffering—are several. Consider only one of them:

"Notwithstanding the urgent recommendations of the fuel administration, and despite the patriotic action of the officers of the miners' organization in calling on the United Mine Workers of America to take only two holidays, Christmas and New Year's, in view of the country's pressing need for an extra coal output of at least 50,000,000 tons, we learn that the miners generally ignored the request and that not only was no work done in the mines on Christmas Day, but for several days following only a fraction of the usual amount of coal was available for shipment. The same conditions are expected to prevail on New Year's Day and for two or three days thereafter."

"The miners know the demand for the product of their labor is enormous. They are assured of as many hours' employment as they want at high wages. They mean to take as many holidays as they choose."

Government control of the mines is the only solution of the problem, according to "The Nashville Tennessean," which finds that as long as there is a shortage

of cars there will always be an inclination on the part of the miners to knock off work. In urging government control this paper says:

"There is just one way by which the mines can be kept running, and that is for the government to operate them. If the government can operate the railways of the country, it is certain it can operate the mines. Government operation of the mines will be an accomplished fact within a very short period of time."

Again, government control is seen by "The Seattle Republican" as the only means of averting future calamities in the fuel situation. This paper writes:

"Under government control it is expected that a better system of distribution will prevail and that if more coal can be mined it can be transported to its destination with less delay. It is proposed to supply every section from the mines that are nearest. Formerly the shipper had the right to route his traffic as he saw fit. This occasioned unnecessary long hauls which will be cut out by the Director of Railroads, making for increased efficiency in the prompt handling and distribution of fuel by the most direct methods possible."

"With increased facilities for distribution an increase in the coal output is looked for,

and this, it is stated, will require more labor than is now available in the mines. The difficulty may be met by employing men in the work of mining who are now occupied at other tasks that are less essential."

A Week of Labor News

BROTHERHOOD chiefs and Director General McAdoo met on January 3, holding a three-hour conference. The brotherhood chiefs assured Mr. McAdoo of the cooperation of their unions, and it was said there was no danger of a general strike. Some readjustment of wages will probably follow, and it is said there is likely to be a general wage increase. The general employment situation under government control was discussed. It is stated that many railroad executives are prepared to recommend a general increase of wages, especially for unorganized labor, to prevent the men from going into other industries where better wages are offered.

Plans for an employment bureau in this city to aid the 30,000 idle new recruits were made at a conference between a committee of five, representing the workers, and Mayer Shoenfeld, who acts in an advisory capacity to local manufacturers. It may be established next week.

The Railway Mail Association, an organization of 13,000 railway mail clerks, has applied for and been granted a charter by the American Federation of Labor.

Federal Judge Humphrey, of the United States District Court, in Springfield, Ill., imposed a fine of \$1,000 against Sheriff Jenkins because that official arrested strikebreakers employed by the St. Louis Smelting and Refining Company at Collinsville.

A general strike of 4,000 union men has resulted from the imprisonment in Hamilton, Ohio, of thirty union leaders who were charged with rioting in the recent disorders.

Women and the War

WOMEN are to be employed as "rush hour" street conductors in St. Louis by the United Railways Company, according to an editorial by President McCulloch in the company's bulletin.

Dr. Margaret Carraway has been elected president of the Board of Health of Harrison County, Miss., one of the 47th women in the South to receive such distinction.

Many girls at Wellesley College are taking a war course in wireless telegraphy. The California State Industrial Welfare Commission has ordered that no experienced woman or minor employed in that state in a laundry or city cleaning establishment shall be paid less than \$10 a week.

Leading Articles in the Current Magazines

Training the Army Eagles

Everybody's HENRY WOODHOUSE has an article on aviation in "Everybody's" for January which is given first place in the issue. The writer begins his thesis with this dictum of Lord Kitchener: "A well trained aviator is worth an army corps." After some interesting prefatory comment, Mr. Woodhouse says: "No one can say now how many aviators and machines will be needed. The only safe plan is to train all the aviators that can be trained and build all the aircraft, aeroplanes, dirigibles and kite balloons that can be built. Aside from the 20 per cent of extra fast fighting machines needed to keep the sky clear of enemy aviators, and which must be continually improved, the 80 per cent of aeroplanes used can be built in large quantities without fear of their becoming useless. This is especially true of large bombing machines used for night raids. The only mistake that can be made in this case is to make them too small and not enough of them. And when the war is brought to an end, this type of machine can be used for mail carrying and other utilitarian purposes."

This article, among other things, clears up the matter of an aviator's tasks:

"The popular notion is that an aviator's work is either scouting, fighting or dropping bombs, and that the same aviator is usually simultaneously engaged in these three duties."

"As a matter of fact, the business of war flying has become exceedingly complex and specialized, and the aviator's duties increase

in number and importance daily. The flying service is made up of men trained and machines designed for all the special purposes which three years of war have developed."

Here is a synopsis of the aviator's average daily life:

"Five a. m., reveille; 5:30, breakfast; 6, report at headquarters for flying; 6:30 to 9:30, flying; 10, return to barracks. From 11 a. m. to 2:30 p. m., lunch and a nap; 2:30 to 3, drill; 3:15 to 4 p. m., lectures. From 4:15 to 8, flying; 8:15, return to barracks; 8:30, dinner; 10 p. m., lights out."

"Until the War Came Along and Upset It All"

The Outlook

NATURALLY, the whole country is eagerly watching the elaborate investigations into America's conduct of the war. In an article on "Testing the War Machinery of a Nation," appearing in "The Outlook" for December 26, appears this paragraph:

"The investigation into the activities of the War Department has already resulted in the publication of information of great value. It has shown with unmistakable clarity the complete failure of the War Department to make adequate provision for the great conflict upon which we have entered. The explanation of this lack of preparation is frankly set out in the annual report of the Secretary of War. Secretary Baker said: 'The United States entered the great conflict as a belligerent power, and began immediate-

ly to prepare to defend the rights of the nation which for months had been endangered and denied by the high-handed and inhuman acts of the German government."

Adherence to a strict neutrality through long months of delicate situations delayed the beginning of activity for military preparation. What this delay meant to the government has been clearly brought out by the cross-examination of General Crozier, Chief of Ordnance, before the Congressional committee. We wish that every thinking citizen could read in full the verbatim report of this investigation, which lies before us as we write. It affords a most illuminating insight into the mental attitude of the man who has been chiefly responsible for the equipment of the forces of the United States with arms and munitions. It is perhaps too strong a comparison to make, but General Crozier's statements before the Congressional investigating committee remind us not a little of that bureau chief who, at the time of the Spanish-American War, complained that his bureau was in perfect running order until the war came along and upset it all."

The Miracle of Mechanical Transport

Saturday Evening Post

"WHEN the real story of the great war is written," declares Isaac F. Marcossion, in "The Saturday Evening Post" for December 29, "the technical experts will probably call it a war of artillery, but the men who have had to battle with the business of it will always know it as the war of mechanical trans-

port. The whole marvellous empire of the motor has produced no greater miracle than the achievement of the gasoline-propelled vehicle, which has made possible the feeding and purveying of the enormous fighting hosts. Indeed, supply and transport are so closely related that one cannot exist without the other. They are the real affinities of the service."

And further:

"Under the terrific pressure of army needs the antiquarian side of the motor, from cycle to five-ton truck, has been reorganized and given a rebirth of efficiency. Three years of war have advanced the industry more than ten years of peaceful investigation. The results are of almost incalculable benefit to the entire business. They furnish one of the many stimulating examples of regeneration wrought out of monster destruction."

Motorism Mobilized

Collier's

IN SIMILAR vein writes Edward Mott Woolley, in "Collier's" for the same date:

"The motor vehicle as a military asset holds a commanding and spectacular position that puts it on a par with the big guns and high explosives. Moreover, the makers of motor vehicles in America are now filling a military function indispensable to the ultimate victory of democracy."

The mobilization of motorism is one of the biggest military and industrial stories of history. It was the motor vehicle that saved Paris in the autumn of 1914. At Verdun the

motor trucks made possible a successful defence, 4,000 of them moving in an endless thirty-mile procession, coming and going. The subsequent steady pressure on the Western front was made feasible only through the service of motor vehicles, and finally the crushing of the Hindenburg line before Cambrai brought home to us the giant power of the tanks. These grotesque war instruments are a development of the armored car, using a caterpillar tread, which is an American invention."

The writer also goes into the question of gasoline, declaring:

"Gasoline, too, is a military asset, on a par with the motor vehicle itself. American science has been concentrated on the production of more and more high grade gasoline from each gallon of crude oil."

"In the last year we have furnished the Allies with 350,000,000 gallons. In the United States we have 350 refineries, with a total capacity at present greater than the demand. Pipeline and other transportation facilities are ample. In France we are erecting vast tanks for the use of our own army."

"The daily production of gasoline in the United States has been estimated at 6,849,000 gallons, while the daily war needs at present are less than 1,000,000 gallons. The National Automobile Chamber of Commerce estimates that the needless use of automobiles consumes only 13 per cent of the total. It figures that the utility use of passenger cars requires 29 per cent. Commercial cars consume 19 per cent. The Chamber says that the total American war needs for a year are 350,000,000 gallons, and that we might, through various economies and without cutting off the passenger automobile, save in a year 561,000,000 gallons."



—From The New York Evening Telegram